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INFORMATION REPORT

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COUNTRY
Hungary

R.R. REE FOLDER

SUBJECT
Railroad Construction in Hungary.

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SUPPLEMENT TO REPORT # 25X1

THIS IS UNEVALUATED INFORMATION

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Oroshaza

1. The railroad station was located on a secondary, single-track line running between Szeged (4615N/2009E) and Bekescsaba (4639N/2105E). The station lay approximately northeast of the central portion of the town. The reconstruction of the main station facilities was instituted several years ago. It had been damaged during World War II. 25X1

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   a. Septic tank used to filter potable water already used and to return it for industrial uses.

   b. Filtering and aerating installation from which water was returned to circulation. This consisted of a gravel bed interspersed with 30 pipes, set vertically into the bed. The pipes were approximately 80 centimeters above the ground. The water mains servicing the station ran transversely to the tracks and were laid under them. A separating device or system was installed to isolate the potable water supply from the industrial water.

   c. Water filling point for locomotives, consisting of a tank 24 meters high, 20 cubic meter capacity.

2. The main station building housed the ticket office, freight office and restaurant. It was a single story building with the exception of the central part, which consisted of two stories.

3. The loading platform was accessible to the main track sidings and to local freight lines servicing the region.

4. The metal storage building is where rails and repair metals were stored in a single story building.

5. The station at Oroshaza was situated on a secondary line running between Szeged and Bekescsaba. It did not have through service to Budapest. All traffic was local, i e no express trains, and transportation activities consisted chiefly of freight movement. Regular traffic did not usually exceed five trains daily.

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There was, however, considerable military traffic. In addition to the large AVO garrison at Szoreg (4612N/2011E) that received supplies via the railroad. military trains passing through. tanks, mounted on flat cars, were visible.

Szekesfehervar

6. a project designed to expand locomotive-watering facilities. A total of seven new water towers were built during the summer of 1956. All the towers were located in the central part of the railyards south of the town of Szekesfehervar. There were 22 watering points within the yard. The water towers were of standard construction, all with 20 cubic meter capacity. A compressor factory was scheduled for construction within the yard, adjacent to the loading platforms, but as of October 1956 work had not begun. Szekesfehervar was the largest railroad yard in Hungary, handling the bulk of the country's rail traffic. The installation contained 26 rail lines at its broadest point, including sidings and switching trackage. It was equipped with a roundhouse and seven compartment turntable, with automatic operation features. During 1956 a new overhead control tower, called an "Ypsilon" tower, was built at the eastern end of the railroad yard.

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7.

Dombover

8. at the inception of the construction project. The entire project was to have cost two million forints allocated for modernizing the station buildings, replacing the industrial water piping, construction of new water towers and replacing steam conduits of the heating plant. as of October 1956, only 10% of the project had been completed Rail installations and lines were in the process of augmentation. The Engineer in charge of the work was Karoly Kovacs. All three projects were assigned by the Magyar Allam Vosut (Hungarian National Railways).

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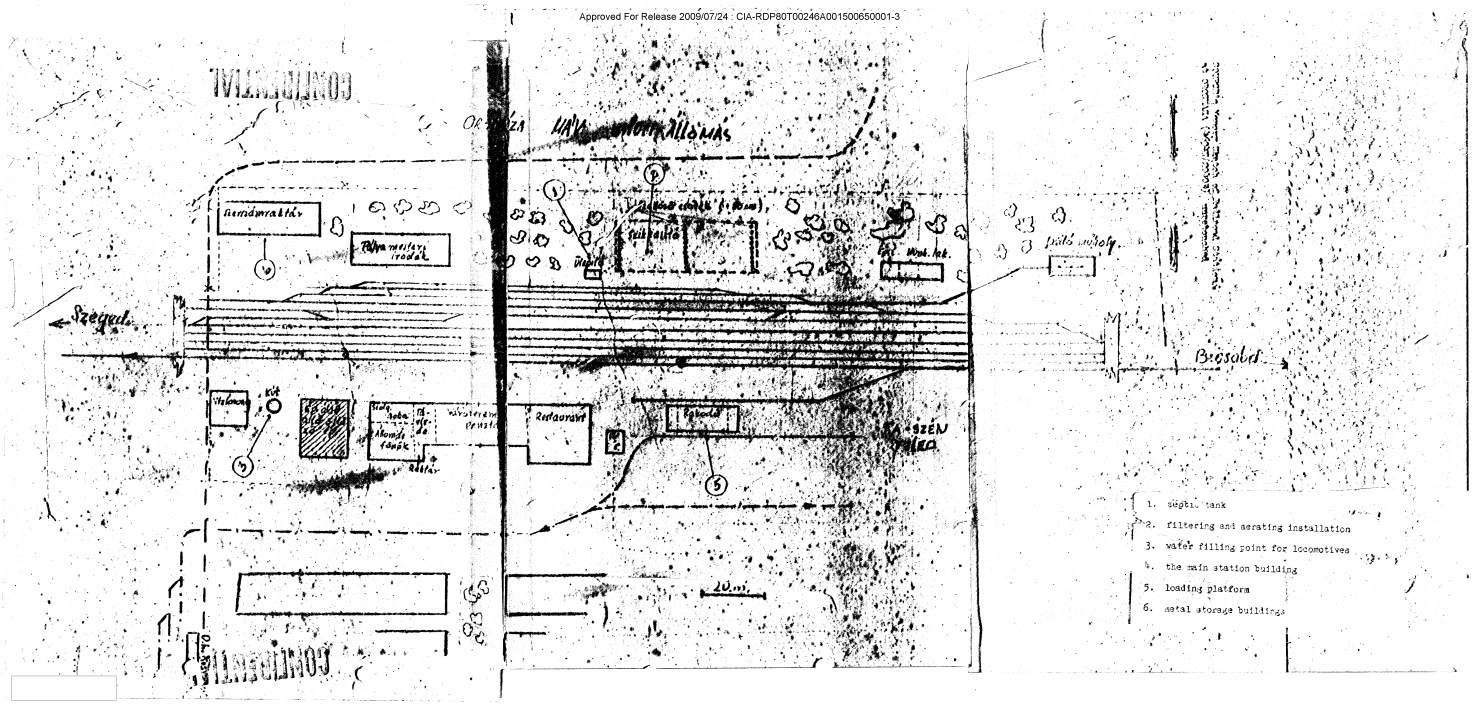

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